

Appl. No. 09/839,295
Amdt. Dated 5/10/2006
Reply to Office Action of 2/10/2006 /

REMARKS/ARGUMENTS

Claims 1 and 3-20 stand rejected under 35 U.S.C. 103(a) as being unpatentable over US Patent No. 6,185,540 (hereinafter referred to as Schreitmueller) in view of US Patent No. 5,566,291 (hereinafter referred to as Boulton), and further in view of US Patent No. 3,944,986 (hereinafter referred to as Staples). Reconsideration of the rejections is respectfully solicited in view of the foregoing amendments and the following remarks.

Claims 1, 19 and 20 have been amended. Basis for the foregoing amendments may be found in at least the following paragraphs of the publication of the present application: Paragraph 28 regarding access to repair information, diagnostic information and operational information for troubleshooting a locomotive. Paragraph 36 regarding repairs recommendations and links to locomotive repair instructions. Paragraph 37 regarding use of operational parameters and fault indications regarding locomotive equipment. Paragraphs 44 and 45 regarding locomotive repair information. Paragraphs 64, 67, and 68 regarding a subsystem that provides locomotive repair recommendations. Paragraph 92 regarding a troubleshooting wizard that allows data entry by a technician to provide information for assessing health of selected locomotive equipment.

Claim 2 was previously cancelled. Accordingly, claims 1 and 3-20 remain pending in the present application.

Claim 1 is directed to a computerized method for self-directed assistance of equipment service personnel in identifying replacement parts for selected locomotive equipment and a selected system thereof while present at an equipment work site to perform a servicing operation for a locomotive. Claim 1 has been amended to emphasize structural and/or operational relationships that are neither disclosed nor suggested by the combination of references used to reject claims. The lead reference (Schreitmueller) is directed to an insurance estimating system that allows an estimator to estimate damage to a vehicle. However, Schreitmueller fails to describe structural

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and/or operational relationships for troubleshooting and determining a servicing required for a selected assembly of the selected locomotive equipment or for performing a health assessment of a selected assembly of the selected locomotive equipment. It is also felt that neither Staples nor Boulton fail to remedy the deficiencies of SchreitmueLLer. More particularly, Staples is directed to a vehicle movement control system. Although the system of Staples may provide instructions to achieve vehicle movement in a train yard, this has virtually nothing to do with the claimed invention. Boulton is directed to method and apparatus for implementing user feedback, as may permit users of computer software to provide feedback as to the contents of the software while the software is in use. The logical relevance of Boulton is virtually nil regarding the entire claimed invention. Moreover, Boulton fails to remedy the deficiencies of SchreitmueLLer and Staples. In view of the foregoing, it is respectfully submitted that the SchreitmueLLer/Staples/Boulton combination fails to constitute an appropriate *prima facie* combination for sustaining a rejection of claim 1 under section 103. Accordingly, it is respectfully requested that the rejection of claim 1, as well as claims that depend from claim 1, be withdrawn.

Claim 19, also directed to a computerized method for self-directed assistance of equipment service personnel while present at an equipment work site to perform a servicing operation for a locomotive, was similarly amended to emphasize aspects of the present invention that are believed to distinguish over the SchreitmueLLer/Staples/Boulton combination. Applicant submits that the overall combination of structural and/or operational relationships set forth in claim 19 is not described or suggested by the SchreitmueLLer/Staples/Boulton combination. Accordingly, it is respectfully requested that the rejection of claim 19 be withdrawn.

Claim 20 is directed to a computerized system for self-directed assistance of equipment service personnel in graphically identifying replacement parts for selected locomotive equipment and a selected system thereof while present at an equipment work site to perform a servicing operation for a locomotive. It is respectfully submitted that the SchreitmueLLer/Staples/Boulton combination also fails to constitute an appropriate *prima facie* combination for sustaining a rejection of claim 20 under section

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103. Namely, the overall combination of structural and/or operational relationships set forth in claim 20 is not described or suggested by the Schreitmueeller/Staples/Boulton combination. Accordingly, it is respectfully requested that the rejection of claim 20 be withdrawn.

It is respectfully submitted that each of the claims pending in this application recites patentable subject matter and it is further submitted that such claims comply with all statutory requirements and thus each of such claims should be allowed.

The Examiner is invited to call the undersigned if clarification is needed on any aspects of this Reply/Amendment, or if the Examiner believes a telephonic interview would expedite the prosecution of the subject application to completion.

Respectfully submitted,



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